



## INTIMATIONS

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS  
of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L.  
F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

Established A.D. 1841.

time past been tending, and by favouring that course the British Government has done much more to secure an open door for trade than it would have done by supporting the Chinese Government in its natural policy of exclusion. Mr. GUNDRY was not quite so direct as Mr. Keswick in his expression of opinion. He had to drop a few words over the phantom of the open door before frankly accepting spheres of influence, but this he did in the end. The Shanghai branch of the Association, he said, had purchased, "and the Hongkong branch had passed resolutions, deprecating spheres of influence as opposed to the policy of the 'open door'; but he feared events had been travelling ahead of the steamer in which those expressions of opinion came home."

Local critics of the Hongkong Branch's resolutions, published in January last, will smile at this, but the eventful undercutting of the daily press, he said, had purchased, "and the Hongkong branch had passed resolutions, deprecating spheres of influence as opposed to the policy of the 'open door'; but he feared events had been travelling ahead of the steamer in which those expressions of opinion came home."

H. E. H. Prince, Henry of Prussia, in company with his wife, Baron von Witteben, and Dr. A. Franke of the German Consulate, at Shanghai and by him was conducted to the Court, where seats were placed outside for the visitors. The Prince was received with a friendly greeting and the Chinese Ambassador, who was present, exchanged a few words with the Prince.

Mr. GUNDRY says the same thing, only says it much more nicely. Thus did Mr. GUNDRY appear to have any faith in Lord CHARLES BRUNSWICK's proposed quadruple alliance. Driven, then, to the recognition of spheres of influence, the question arose, he said, "whether it was not time for Great Britain to accentuate her position in this sphere." People in this country had become accustomed to the idea that Great Britain had a hen on the Yangtzei colony, "but what were we going to do with it?" Was this Association prepared to advocate, was the nation prepared to support the Government in accentuating our position to the extent of placing British officials alongside the Viceroys of Nanking, Wuchang, and Chungking, and helping them to do for the great provinces of Central China what we had done for Egypt?" That appears to be about what the Government and the nation are preparing themselves for, and a much more sensible policy it is than helping China to keep the door closed, as some of our local patriots would have had us do for fear that Russia might in her sphere seize some little advantage over ourselves.

As showing how far the recognition of the principle of spheres of influence has progressed we propose to give another extract from an erstwhile opponent of that principle. Referring to the stronger assertion of Germany's influence in Shantung the London and China Express says:—"Granted that our right under the Treaty of Tientsin are not infringed, there is no reason why we should not till Germany's action with every sign of approval, which will tend to bring another slice of Chinese territory under decent government, and will assuredly mean an increase of trade—the object Great Britain has in view."

The more of China that is brought under better administration, and the more "communications are developed, the more will the China trade grow." That has been the view held by a strong minority of the foreign residents in China since the recent crisis set in; the majority, having partially recovered from its severe attack of Russophobia, is now coming round to the quick play witnessed in the championship.

A Russian bluejacket from the *Rurik* drank to excess on the 1st inst. in a public house at Imo, and despite the advice of his officers refused to admit himself to the hospital, but lay down near the entrance. The unfortunate never rose to the surface and was drowned. The body was recovered later in the evening by a party of Russian sailors and conveyed to the "Russian Hospital." Naval officers were the next day accorded the dead, who was taken to Mass for interment. Nagasaki Press.

MARRIAGES.

On the 29th April, at All Saints' Church, Kobe, Rev. G. H. Davies, WALTER GODFREY, West, WALTER LEE, young son of Stanley, Son Novello, and SETH LEE, youngest daughter of the late SYDNEY JAMES BARTHELS, of Brooklyn, South Norwell, Surrey.

By the Rev. F. J. Griffith, at St. Peter's, Ofc, on the 1st May, 1898, WILLIAM MAY HOWELL, of Tinsay, and MARY VOGGATY, younger daughter of the late Mr. and Mrs. Voggaty.

On the 5th May, 1898, at the American Consulate-General, and afterwards at the Synagogue, by the Rev. Dr. Siezer, assisted by the Rev. F. A. SUDIA, BENJAMIN POLKAS, of Shanghai, to JULIETTE SCHLAFER, of Vienna.

## The Daily Press.

HONGKONG, May 11th, 1898.

OUTSIDE official circles probably no two men exercise so much individual influence upon the course of British relations with China as the Chairman and the Hon. Secretary of the China Association, Mr. W. Keswick, M.P., and Mr. R. S. GUNDRY. They, with the Committee, are the recognised medium of communication between the Imperial Government and the mercantile community interested in Chinese affairs; it is they who have to gather up the separate threads of opinion advanced by the different branches and individual members, and give expression to the average opinion of the whole body. More than ordinary interest attaches, therefore, to what they have to say, especially when speaking in their official capacity at the annual meeting.

It is significant, then, when we find both these gentlemen accepting the principle of spheres of influence, and Mr. Keswick further recognising that spheres of influence are not necessarily incompatible with the principle represented by that much abused and misused term "the open door." No popular Shillibeth has ever been associated with more nonsensical talk than "the open door." For instance, until the other day Port Arthur was a closed port; now various mercantile firms are established there, the place is frequented by merchant steamers, and we are told that "the door has been shut, absolutely shut." So much for the open door and the closed door.

Mr. Keswick, at the meeting of the China Association on the 4th ultmo, recognised that the establishment of spheres of influence was an accomplished fact, and that the influence exercised in those spheres was likely to become in course of time more pronounced. Looking at it from a commercial point of view, he said, "probably the best solution would be if we could by some international arrangement have the 'treaty-tariff stipulations maintained by all nations, i.e., there should be a convention by which all nations should agree that throughout any territories they obtained, and throughout the whole length, and breadth of China, the Tientsin tariff should be the one recognised by all the

Powers. The tariff was a reasonable one, and if such an arrangement could be made he thought it would do away with a good deal of the apprehension which was felt with regard to what might be termed the 'closed door' instead of the 'open door.' He simply mentioned that as a solution which he thought would be a favourable one if it could be arrived at. That, we take it, is the solution towards which the course of events has for some

time past been tending, and by favouring that course the British Government has done much more to secure an open door for trade than it would have done by supporting the Chinese Government in its natural policy of exclusion. Mr. GUNDRY was not quite so direct as Mr. Keswick in his expression of opinion. He had to drop a few words over the phantom of the open door before frankly accepting spheres of influence, but this he did in the end. The Shanghai branch of the Association, he said, had purchased, "and the Hongkong branch had passed resolutions, deprecating spheres of influence as opposed to the policy of the 'open door'; but he feared events had been travelling ahead of the steamer in which those expressions of opinion came home."

The Rev. Treasurer of the Alice Memorial and other Hospitals begs to acknowledge the following donations to the funds of the Hospitals:

Rev. T. H. Whitehead	£21
W. H. Cope	55
Lem G'me Le Hoan	10
Lao Tse San	10
Lao Gordon	5

Some today in the delivery of the American mail that was by the New Liverpool boat was occasioned by a difficulty in getting the bags from the steamer. The Post Office boat was alongside for more than half an hour whilst the steamer was trying to pick up her bags, and during that time the gangway was not lowered nor a mail bag handed out. Consequently the mail did not get to the Post Office till after 7 p.m.

H. E. H. Prince, Henry of Prussia, in company with his wife, Baron von Witteben, and Dr. A. Franke of the German Consulate, at Shanghai and by him was conducted to the Court, where seats were placed outside for the visitors. The Prince was received with a friendly greeting and the Chinese Ambassador, who was present, exchanged a few words with the Prince.

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A special meeting of the Sanitary Board was held yesterday afternoon at the headquarters of the Chinese Legation, in the Rue des Champs-Elysées, to consider the question of the sale of the 350 Parcans and 700 Korlons by the Chinese Government to the European Colonies. It was observed that the sale was admitted so far as figures were concerned, the only dispute being as to how to defend it with the slaves.

The examination in-chief of Mr. Master was continued, and was not concluded when the Court adjourned for dinner. After dinner Mr. Master continued his evidence.

The Chinese Consul produced a copy of the 20,000 Parcans, but we were only called to take up 1,075, which came to Mr. Mody on his own account. I expect Mr. Sasse had the rest. This had nothing to do with the June settlement. It was an ordinary share transaction which took place the month before. With reference to the 350 Parcans which we were called to take up, the old accounts of these were numerous, and the date of 1888, that we had 350 to take up and pay for from outside parties. At that time we had on hand 450 more Parcans shares than we owed Mr. Hughes. We owe him 1,075. The master is at present arranging to let Mr. Hughes have 21,000 in his home in 1898, and to have 1,075 in 1899. He carries 350 shares, and has 7,700 horse power engines. His dimensions are—length, 345 feet; depth, 30 feet; and beam, 52 feet; while she has a speed of 17 knots an hour.

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action in leading the revolt of the professionals, it may be remembered, that a good deal of force lighted up the scene, and upon the quiet, unassuming and professional men in the town. It was well not to open old wounds, but taking all the circumstances into consideration, one cannot help feeling that Stadfeld took the proper and dignified course when he refused to play. Putting aside all irresponsible gossip, however, let us hope that the tickle of bat and ball in the merry month of May will lead him to don his tarsels for Nithsdale once again. And if he turns out at Loobs, then we may fully appreciate his accomplished services for England.

## LATE IN THE DAY'S MOVEMENTS.

The C. P. R. steamer *Athenaea* left Vancouver for Hongkong via Kolo on the 7th instant, and she is due to arrive at Kobe on the 25th instant.

The N. D. L. steamer *Bamberg*, from Hamburg, left Singapore for this port on Wednesday, the 9th instant, and may be expected here on or about the 11th instant. The C. S. C. liner steamer *Iowensis*, from Glasgow and Liverpool, etc., left Singapore on the 9th instant p.m., and may be expected here on or about Monday, the 15th instant.

## SIGHTING REPORTS.

The Chinese steamer *Kwangping*, from Taku and Chefoo 5th May, had strong monsoon and heavy rain at time.

The British steamer *Singapore*, from Manila 7th May, had light southward winds and fine weather; latter part moderate N.E. winds and small shower.

The British steamer *Leopold*, from Singapore 24th April, and Bangkok 5th May, experienced light W.N.W. winds and fine weather to Bangkok; from Bangkok to port experienced moderate S.E. winds and fine weather.

The Japanese steamer *Arabie Maru*, from Kitakata 2nd May, had light winds from the westward, though moderate breezes with drizzling rain at intervals, but the latter part fine, clear and bright breezes and moderate sea.

The British steamer *Hastis*, from Foochow, Amoy and Swatow 9th May, had moderate N. to fresh N.E. breeze, moderate sea, overcast with frequent rain. From Amoy to Swatow moderate N.E. breeze and sea, overcast, occasional rain showers. From Swatow to port moderate to light winds, bright sunshiny sea. No rain or shower.

Vessels in Foochow: *Wen-ting*, in Amoy—*Wuchow* and *Piscator* in Swatow—*Haidou*, *Tsinch*, *Fookang*, and *Kwangping*.

## VESSELS PASSED ANJER.

April 25, Nov. 8th, *Lansdowne*, Hollies, March 5, from New York for Anjer.

April 26, British ship *Glossy*, Spiter, May 23, from Illes for Delaware Breakwater.

April 26, North bark *Matheria*, Klep, from Bangkok.

April 27, Dutch ship *Scamberg*, de Boer, April 28, from Batavia for Rotterdam.

April 27, Amer. ship *John Currier*, Lawrence, from Cuba for Boston.

April 27, Amer. ship *St. John*, Foles, May 11, from Ningpo for New York.

April 27, British ship *Scottish Arrow*, Tedford, from Soudanay.

April 30, British bark *Sofia*, Andal, Jan. 23, from New York for Hongkong.

## TO LET.

## TO LET.

A PARTMENTS AT KOWLOON, with Board. Suitable for married couples or single gentlemen. Tennis Court. Apply to MRS. HATHAWAY, Madras, Kowloon, Hongkong, 17th June, 1890.

## TO LET.

FROM THE 1st JUNE NEXT.

A GOOD SHOP in the best part of QUEEN'S ROAD CENTRAL. Apply to THE SECRETARY, 1247 A. S. WATSON & CO., LIMITED.

## TO LET FURNISHED.

## TILL 31st JULY.

M. R. CAMPBELL'S BUNGALOW, East Beach, CHEFOO, Kent, taxed 100 per month. For particulars apply to R. M. CAMPBELL, Shanghai, Hongkong, 5th May, 1890.

## TO LET.

FURNISHED ROOMS with BOARD in a desirable locality. Apply to "X. D.", Care of *Hongkong Daily Press* Office, Hongkong, 6th May, 1890.

## TO LET.

CARBOLINUM-AVANAR-US USED FOR OVER 20 YEARS.

## TO LET.

THOROUGHLY reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Damages. Sole Agents for China, LUTGENS, EINSTMANN & CO., Hongkong, 8th August, 1890.

## AT THE PEAK.

A FIVE ROOMED BUNGALOW situated upon Mount Gough, named "KIRKENDALL". Apply to H. L. DENNYS, Supreme Court House, Hongkong, 6th May, 1890.

## TO LET.

NEW MAP OF HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the new Convention, with the Towns, Villages, etc. Prepared from Authoritative Sources and Printed in Colours. Price 8s. To be sold by KELLY & WALSH, LTD., *Daily Press* Office, Hongkong, 28th October, 1890.

## TO LET.

GREENMOUNT, BONHILL ROAD. Apply to GILMAN & CO., Agents, Hongkong, 7th April 1890.

## TO LET FURNISHED.

N. O. 1, BELLIOS TERRACE, Bonhill Road, from 1st May for six months. Apply to H. F. CARMICHAEL, Queen's Building, Hongkong, 15th April, 1890.

## TO LET.

UNFURNISHED ROOMS or Part of Flats on higher level. BOARD if required. TENNIS. Address "X. Y. Z.", Care of Office of this Paper, Hongkong, 17th May, 1890.

PRIVATE BOARD AND RESIDENCE Mrs. GILLANDERS, GLENHEALY BUILDINGS, Hongkong, 9th January, 1890.

BOARD AND RESIDENCE COMFORTABLY FURNISHED ROOMS with Board. Apply to Mrs. MATILDA, 2, Leader's Hill, Hongkong, 17th January, 1890.

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## NEW BOOKS AND NEW EDITIONS.

The NEW CHINA BLUE BOOK, Correspondence re Chinese Affairs, 3 vols.	\$ 2.00
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Famous Race Horses, 260 Pictures.	\$ 1.50
The Swallow by Rider Haggard.	
Pharaoh the Egyptian by Guy Boothby.	
The Plunder Pit by Snowden.	
Brotherhood of Seven Kings by Meade.	
Frank Redland, Recruit by Kershaw.	
Things that have happened by Gerard Atelothon Ford by Upward.	
Mister of the Month by Parker.	
The Potentate by Frances, Forbes and Dooley.	
32 sets each	3.25
Owd Bob by Olivant.	
Saint to Coventry by Stuart.	
Courtship and Chemicals by Cox.	
Traitors Twain by Oxens and Shaw.	

## TOBACCO, CIGARS, CIGARETTES.

## QUEEN'S ROAD: Hongkong.

## [30]

## CARLOWITZ &amp; CO., SOLE AGENTS.

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## VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 17th May, 1899  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 7th June, 1899  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ....WEDNESDAY, 23rd June, 1899

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and make the route YOKOHAMA to VANCOUVER, taking about THREE DAYS in a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Bookings through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 8, or 12 months.

MILITARY, DIPLOMATIC, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARs and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Fedor Street.

Hongkong, 27th April, 1899.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

\* Steamers. Tons. Captain. Proposed  
TACOMA... 5,811 A. Diaz... May 13 LENNOX... 6,677 J. C. Williamson... June 3  
SEATTLE... 3,750 J. McMillivray... May 30 C. H. Dobson... July 8  
OLYMPIA... 3,837 J. Truebridge... June 17 MONASHIE... 2,974 W. A. Evans... July 22  
VICTORIA... 5,503 J. Pantin... July 4 LENNOX... 3,677 J. C. Williamson... Aug. 19

FOR PORTLAND, OREGON,  
OREGON RAILROAD AND NAVIGATION CO.

\* Steamers. Tons. Captain. Proposed  
TACOMA... 5,811 A. Diaz... May 13 LENNOX... 6,677 J. C. Williamson... June 3  
SEATTLE... 3,750 J. McMillivray... May 30 C. H. Dobson... July 8  
OLYMPIA... 3,837 J. Truebridge... June 17 MONASHIE... 2,974 W. A. Evans... July 22  
VICTORIA... 5,503 J. Pantin... July 4 LENNOX... 3,677 J. C. Williamson... Aug. 19

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INFERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, 241.  
The Rail road travelling second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route HONGKONG to VICTORIA, TACOMA; or PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to SEATTLE and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Coupler Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to mailing.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED  
General Agents.

Hongkong, 28th April, 1899.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MIAMI MARU... VLADIVOSTOK VIA SHANGHAI, CHEFOU, CHENGDU, AND NAGOYA. FRIDAY, 12th May, 1899.

MIKE MARU... KOBE AND YOKOHAMA. SATURDAY, 13th May, 1899.

YAMAGUCHI MARU... BOMBAY VIA SINGAPORE AND COLOMBO. TUESDAY, 16th May, 1899.

KAWAGI MARU... MARSEILLE, LONDON, & ANTWERP, VIA SINGAPORE, PEKING. SUNDAY, 21st May, 1899.

OTOMARU MARU... NAGASAKI, KOBE, AND YOKOHAMA. THURSDAY, 25th May, 1899.

KASUGA MARU... THURSDAY ISLAND, TOWNsville, BRISBANE, SYDNEY, AND MELBOURNE. FRIDAY, 26th May, 1899.

ENOMI MARU... SEATTLE, U.S.A. via KOBE, THURSDAY, 1st June, 1899.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Co.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA  
Manager.

Hongkong, 1st May, 1899.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FROM STEAMERS TO BERTH ON BERMARKS.

SHANGHAI... CHUSAN... About 12th Freight or Passage.

LONDON, &c. COROMANDEL... Noon, 13th See Special Advertisements.

YOKOHAMA, VIA NAGOYA... ROMA... 14 P.M., 13th Freight or Passage. (Pass. S. do B. Lockyer, R.N.R.) May 18th through the Inland Sea.

LONDON... CANDIA... About 17th Freight.

KOBE (DIRECT)... NANJIN... About 17th Freight.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th May, 1899.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
(Freight Service). (East Asiatic Service).

Taking Cargos at through rates to AMSTERDAM, ROTTERDAM, LISBON, ORLEANS, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTINE, BLACK SEA and BALTIQ PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

• • • HEIDELBERG, HAVER & HAMBURG... About 25th Freight and Passage.

Capt. Schöder... (London with transhipment in Hamburg) May, 1899.

• • • HIBRIA... HAVER & HAMBURG... About 30th Freight and Passage.

Capt. Hildebrandt... (London with transhipment in Hamburg) May, 1899.

• • • KONIGSBERG, HAVER & HAMBURG... About 15th Freight and Passage.

Capt. Christensen... (London with transhipment in Hamburg) June, 1899.

• • • D. BICKMERS... NEW YORK... About 30th Freight.

• • • VIA SUEZ CANAL... June, 1899.

Those steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

Calling for passengers only, if sufficient indorsement offers.

For further information, apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 26th May, 1899.

## VESSELS ADVERTISED AS LOADING.

VESSEL'S NAME. PORT & DATE. CAPTAIN.

DESTINATION. ORIGIN. ORIGIN.

ORIGIN. ORIGIN. ORIGIN.